

purposes, and agrees to the conference asked by the Senate on the disagreeing votes of the two Houses thereon; and appoints Mrs. VUCANOVICH, Mr. CALAHAN, Mr. MCDADE, Mr. MYERS of Indiana, Mr. PORTER, Mr. ISTOOK, Mr. WICKER, Mr. LIVINGSTON, Mr. HEFNER, Mr. FOGLIETTA, Mr. VISCLOSKY, Mr. TORRES, and Mr. OBEY as the managers of the conference on the part of the House.

The message further announced that the House disagrees to the amendments of the Senate to the bill (H.R. 1905) making appropriations for energy and water development for the fiscal year ending September 30, 1996, and for other purposes, and agrees to the conference asked by the Senate on the disagreeing votes of the two Houses thereon; and appoints Mr. MYERS of Indiana, Mr. ROGERS, Mr. KNOLLENBERG, Mr. RIGGS, Mr. FRELINGHUYSEN, Mr. BUNN of Oregon, Mr. LIVINGSTON, Mr. BEVILL, Mr. FAZIO of California, Mr. CHAPMAN, and Mr. OBEY as the managers of the conference on the part of the House.

The message also announced that pursuant to the provisions of section 1295 b(h) of title 46, United States Code, the Speaker appoints the following Members as members of the Board of Visitors to the United States Merchant Marine Academy on the part of the House: Mr. KING and Mr. MANTON.

At 3:25 p.m., a message from the House of Representatives, delivered by Ms. Goetz, one of its reading clerks, announced that the House disagrees to the amendments of the Senate to the bill (H.R. 1977) making appropriations for the Department of the Interior and related agencies for the fiscal year ending September 30, 1996, and for other purposes and agrees to the conference asked by the Senate on the disagreeing votes of the two Houses thereon; and appoints Mr. REGULA, Mr. MCDADE, Mr. KOLBE, Mr. SKEEN, Mrs. VUCANOVICH, Mr. TAYLOR of North Carolina, Mr. NETHERCUTT, Mr. BUNN of Oregon, Mr. LIVINGSTON, Mr. YATES, Mr. DICKS, Mr. BEVILL, Mr. SKAGGS, and Mr. OBEY as the managers of the conference on the part of the Houses.

The message also announced that the House disagrees to the amendments of the Senate to the bill (H.R. 2002) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1996, and for other purposes, and agrees to the conference asked by the Senate on the disagreeing votes of the two Houses thereon; and appoints Mr. WOLF, Mr. DELAY, Mr. REGULA, Mr. ROGERS, Mr. LIGHTFOOT, Mr. PACKARD, Mr. CALLAHAN, Mr. DICKEY, Mr. LIVINGSTON, Mr. SABO, Mr. DURBIN, Mr. COLEMAN, Mr. FOGLIETTA, and Mr. OBEY as the managers of the conference on the part of the House.

The message further announced that the House disagrees to the amendments of the Senate to the bill (H.R. 2020) making appropriations for the Treasury Department, the United States Postal Service, the Executive Office of

the President, and certain Independent Agencies, for the fiscal year ending September 30, 1996, and for other purposes, and agrees to the conference asked by the Senate on the disagreeing votes of the two Houses thereon; and appoints Mr. LIGHTFOOT, Mr. WOLF, Mr. ISTOOK, Mr. KINGSTON, Mr. FORBES, Mr. LIVINGSTON, Mr. HOYER, Mr. VISCLOSKY, Mr. COLEMAN, and Mr. OBEY as the managers of the conference on the part of the House.

MEASURE PLACED ON THE CALENDAR

The following measure was placed on the calendar:

S. Res. 168. An original resolution concerning the Select Committee on Ethics investigation of Senator PACKWOOD of Oregon.

INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second time by unanimous consent, and referred as indicated:

By Mr. SIMPSON:

S. 1223. A bill to relinquish any interest that the United States may have in certain land that was subject to a right-of-way that was granted to the predecessor of the Chicago and Northwestern Transportation Company, and for other purposes; to the Committee on Energy and Natural Resources.

By Mr. GRASSLEY (for himself and Mr. LEVIN):

S. 1224. A bill to amend subchapter IV of chapter 5 of title 5, United States Code, relating to alternative means of dispute resolution in the administrative process, and for other purposes; to the Committee on Governmental Affairs.

By Mr. JEFFORDS:

S. 1225. A bill to require the Secretary of the Interior to conduct an inventory of historic sites, buildings, and artifacts in the Champlain Valley and the upper Hudson River Valley, including the Lake George area, and for other purposes; to the Committee on Energy and Natural Resources.

S. 1226. A bill to require the Secretary of the Interior to prepare a study of battlefields of the Revolutionary War and the War of 1812, to establish an American Battlefield Protection Program, and for other purposes; to the Committee on Energy and Natural Resources.

By Mr. HEFLIN:

S. 1227. A bill to extend and revise agricultural price support and related programs for cotton, peanuts, and oilseeds, and for other purposes; to the Committee on Agriculture, Nutrition, and Forestry.

By Mr. D'AMATO (for himself, Mr. INOUE, Mr. PRESSLER, Mr. FAIRCLOTH, and Mr. KOHL):

S. 1228. A bill to impose sanctions on foreign persons exporting petroleum products, natural gas, or related technology to Iran; to the Committee on Banking, Housing, and Urban Affairs.

SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

The following concurrent resolutions and Senate resolutions were read, and referred (or acted upon), as indicated:

By Mr. MCCONNELL:

S. Res. 168. An original resolution concerning the Select Committee on Ethics in-

vestigation of Senator PACKWOOD of Oregon; from the Select Committee on Ethics; placed on the calendar.

By Mr. THOMAS (for himself, Mr. HELMS, Mr. PELL, Mr. D'AMATO, Mr. MACK, and Mrs. FEINSTEIN):

S. Res. 169. A bill expressing the sense of the Senate welcoming His Holiness the Dalai Lama on his visit to the United States.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. SIMPSON:

S. 1223. A bill to relinquish any interest that the United States may have in certain land that was subject to a right-of-way that was granted to the predecessor of the Chicago and Northwestern Transportation Company, and for other purposes; to the Committee on Energy and Natural Resources.

LAND TITLE TRANSFER LEGISLATION

• Mr. SIMPSON. Mr. President, I introduce legislation to permit the transference of clear title to certain land in Douglas, WY. I believe that this legislation should be uncontroversial because of the unique history of this land, and the obvious public benefits which will accrue from its transfer.

Among those benefits: The transfer will facilitate the cleanup of a 200-foot-wide blighted area that divides the city in half. It will also enable a number of citizens to finally secure sound and merchantable title to property on which their homes are located. These actions will do much to continue to revitalize the city's downtown business district.

The need for this legislation is based upon the particular legal history of this land. In the mid-19th century, the United States was eager to fully settle the Western territories which had been acquired during the Mexican War and in the Louisiana Purchase. The principle means of accomplishing this lay with the development of the railroads, which could bring not only settlers, but the rapid transportation of commerce.

Laying rail over these vast expanses of the West was a most expensive undertaking. Realizing this, Congress passed a number of railroad acts allowing the immediate establishment of a series of railroad right-of-ways. This was done through the use of special grants that were immediately effective once a railroad decided to locate its track over a specific piece of ground.

According to a document entitled "Railroad Lands and Rights-of-Way" that was prepared by The First American Title Insurance Co., these grants provided railroads with a limited fee title to strips of land ranging from 200 to 400 feet in width wherever the track might be laid, as long as they adhered to the general routes established in these congressional acts. No patents were given on these rights-of-way because the congressional act was sufficient in itself to convey the interest to the railroad.

The titles to the track strips granted by Congress have been determined by